



B. Z. Kastler
Receives Position

Kastler To Chair Awards Program

B. Z. Kastler, president and chief executive officer of Mountain Fuel Supply Co., has accepted chairmanship of the Eighth Annual Brotherhood Citation Award Dinner of the Utah Chapter of the National Conference of Christians and Jews (NCCJ).

The announcement was made Saturday by John W. Gallivan, Arch L. Madsen, Joseph Rosenblatt and Manford A. Shaw, co-chairmen of the Utah Chapter, NCCJ.

A Brotherhood Citation Award will be given to a Utahn at a dinner April 6, in the Hotel Utah.

The award is given to a person whose life and work have contributed significantly to the improvement of human relations and interreligious group understanding in this region.

Past Recipients

Previous recipients of the award are James E. Hogle, Maurice N. Warshaw, Dr. Obert C. Tanner, William L. Price, Gov. and Mrs. Calvin L. Rampton, Maestro Maurice Abravanel and Mrs. Glenn J. Beeley.

As 1976 chairman, Mr. Kastler will preside at the premium plate dinner, which is open to the public. Tickets may be reserved at \$30 per person by contacting the NCCJ office, Suite 2100, 36 S. State.

In urging participation, Mr. Kastler said, "To many Americans whose daily lives are overshadowed by prejudice directed against their skin color, creed or ethnic roots, brotherhood is a desperate plea for basic rights every American in his heart should want for his fellow countryman.

Greatest Document

"As we celebrate our nation's 200th birthday, we are reminded of the genius and foresight of the great men who developed our greatest document — the United States Constitution."

Mr. Kastler is also president and director of Entrada Industries, Inc.; a director of Walker Bank & Trust Co.; director of KSL, Inc.; director of Bonneville International Corp.; director of Intermountain Health Care, Inc.; member of the Pacific Coast and American Gas Associations and active participant in various professional and industrial organizations.

A native of Billings, Mont., Mr. Kastler is a graduate of the University of Utah and the father of two daughters. He is married to the former Donna Irene Endicott.



Steve's Hobby: He Tracks Down Railroads

By CHARLENE WINTERS
Some people collect stamps, study stars or gather rocks as a hobby. Others have more unusual ones such as the hobby Steve Belmont pursues. He collects railroads; not in the literal sense, but through hundreds of photographs and histories he's gathered on the railroads in Utah.

His hobby started when he was a teenager living near railroad tracks on Second West. The railroads fascinated him. He collected information sporadically until Union Pacific Railroad commemorated their Utah centennial in 1969. At this point, he decided to seriously develop a history of the many railroads that have traveled along Utah tracks.

He commented in a Herald interview that the history of Utah railroads began with the completion of the Union Pacific and Central Pacific railroads at Promontory Summit, seven miles west of Corinne, Utah in May of 1869. This was the first railroad to enter the territory.

"This new railroad bypassed Salt Lake City," he said, "because the route passed

around the north end of the Great Salt Lake and a major terminal logically was established in Ogden." The next year, the people of Salt Lake built a railroad north to Ogden and called it the Utah Central Railroad.

Utah Southern

It was this line that expanded to Lehi (called the Utah Southern) and continued South to Provo in 1873. During the next five years the railroad progressed south to York, a place near Nephi; and by 1880, the Utah Southern extension reached Beaver County.

Mr. Belmont has many pictures of the early railroads, including the first train that came into Heber in 1899; the 1949 California Zephyr; major snow slides at Bridal Veil Falls that needed to be cleared from the track by rotary snow plow, and many early railroads and railway stations that have vanished through time.

He has received many of his railroad pictures from families who've let him make copies from their family photo albums, and he cited the Offeret family and Mrs.

Wendel Rigby as being particularly helpful.

He feels that historical pictures need to be preserved. "One problem," he maintains, "is that people don't realize what they have. Sometimes a family will divide possessions of a deceased relative and then move, scattering photographs of historic interest in Utah." He remembers one man who told him he had contacted him a week earlier, he would have had a large stack of old railroad photos — he'd junked them a week before.

Currently Mr. Belmont is looking for additional photographs of Provo and other Utah railroad trains, and welcomes any assistance.

Heber Creeper

He developed a photo display of the original Heber Creeper (1899 to 1969) which he mounted and displayed in the Heber City depot this summer. This display will be shown in the Provo Public Library during National Library Week in April.

He also apprenticed as a volunteer on the development of the Heber Creeper to gain a further understanding of

railroad operation and spent the past two summers as locomotive fireman on the train.

His enthusiasm for his subject seems unlimited. He commented that he can usually tell when a locomotive was built, she when it was scrapped, and what it could haul just by looking at a photo.

He found that his projects were becoming expensive, so he developed photography as another hobby to defer costs. He also noted that it's a hobby that has included his family. They've helped him trace down pictures, and have ridden the Rio Grande Zephyr passenger train from Provo to Price to experience what a train trip is like.

His knowledge shows extensive research. He described the development of a three-foot narrow gauge line that was built in 1879 called the Utah and Pleasant Valley Railway. This line purchased Springville, it traveled through Spanish Fork canyon through the mountains to Schofield. "Coal was in growing demand in those early days," he explained, adding "and the

Utah and Pleasant Valley had a good market in rail shipment into the central Utah area."

In 1881 a new railroad was organized in Utah and called the Rio Grande Western Railway. This line purchased the Utah and Pleasant Valley Railroad and completed a narrow gauge railroad from Salt Lake through Provo, over Soldier Summit to Green River in 1883. It continued to a place near the Utah-Colorado border where it joined tracks with the Denver and Rio Grande, giving Utahns another trans-continental passenger and freight route by way of Denver, Colo.

A significant line in this area was the Salt Lake and Utah, better known as the "Orem Line" which extended South from Salt Lake to Payson, a distance of 67 miles. This electric line was finished in 1914 and served the area until 1947 when it was dismantled.

Mr. Belmont respects railroads and cites the important role they played in uniting the nation, and more specifically, how they pioneered the building of the Intermountain West.

STEVE BELMONT collects photos and histories of Utah railroads. In addition to sheaves of photographs, he made a plaque which highlighted the Heber Creeper. It

was on display this past summer in the Heber Depot and will be shown in the Provo Public Library during National Library Week in April.